



The Fly-By

A Quarterly Publication of the
Southwest Region
October, 2015



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The Fly-By is published quarterly on the first month of each quarter. Deadline for submissions are:

1Q – 20 December

2Q – 20 March

3Q – 20 June

4Q – 20 September

Text may be submitted in the body of an e-mail (preferred) or as a document attached to an e-mail (a text file or, if generated in a word processor, saved in .RTF format).

Images must be in JPG format, un-retouched, un-cropped, and at least 1200 by 900 pixels.

Credits: In all cases, please give full grade, name and unit of assignment of

1. The article's author,
2. Photographer, and
3. Any person mentioned in the article or photo(s).

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Send submissions to the Editor at:

awoodgate@austin.rr.com

Message size limit: 20 MB

SWR Commander's Corner

Welcome to the latest issue of Southwest Region's newsletter, The Fly-By. I hope you enjoy, as I do, reading about the great accomplishments of our members here in the Southwest Region.

In our July 2015 issue I shared with you our vision for the region: "Southwest Region – leading the way to mission success!" It is intentionally a simple vision, but one that incorporates a lot of meaning. Short version – I look to you to be leaders in CAP for the excellence you display in performing our three assigned missions and the many support functions that help to make these missions successful.

Also, in our last issue I discussed one of the region-level initiatives we are pursuing: for the Southwest Region to lead the way in seeking institutional excellence through professionalism for aircrews, superior professional development, and leadership training and mentoring.

In this issue I would like to share another region-level push which incorporates many initiatives for our three assigned missions. As excellent as our wings are, I believe that the Southwest Region can and should be greater than the sum of its parts. With that in mind, my overarching initiative is to build and flex region-wide "muscle" in our three mission areas. To help do this we will identify and incorporate best practices region-wide through effective crossflow of information.

Here are some specifics I would like us to work towards:

- For Emergency Services I would like to see us conduct a minimum of one multi-wing, multi-region training event each fiscal year.
- In Aerospace Education I would like us to conduct a region Aerospace Education Officer school

annually, beginning no later than Fiscal Year 2017. In addition, I want us to actively expand Southwest Region's Aerospace Education/STEM outreach through the Teacher Orientation Program and an Aerospace Connections in Education program.

- For Cadet Programs, I want us to conduct region-wide cadet-focused activities such as region cadet officer school and region cadet drill competition, beginning no later than Fiscal Year 2017. In addition, I would like us to grow CAP's "cadets at school" program.

I will sign off for now. I am enjoying traveling to meet you and see first-hand the superb work that you are doing for CAP in support of the community, wing, region, and nation. Thanks for doing your part for fulfilling our mission: Southwest Region – leading the way to mission success! 🇺🇸

Col. Mark Smith
Southwest Region Commander

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Safety is Priority One

Please read the latest issue of The Safety Beacon for timely, seasonal advice at <http://members.gocivilairpatrol.com/safety/>

Have you taken the **Operational Risk Management** Basic, Intermediate and Advanced online courses? Please visit: http://www.capmembers.com/safety/safety_education/

- Safety must be on every CAP member's mind, at all times.
- Before engaging in any CAP activity, a safety briefing must be conducted.
- Don't miss the Safety Specialty Track training posted at <http://www.capmembers.com/safety/safety-newsletters-2248/>
- ***Safety is our Number One Priority.***

How to Submit News Items for this Newsletter

▪ Which Articles Are Best?

Ideally, articles should deal with a wing-wide event, preferably conducted in conjunction or coordinated with another wing (or better yet across regions).

Individual articles dealing with a subject that is of interest to a broad audience qualify as well.

Articles bylined by cadets, especially when the subject is of interest to a broad audience, are also welcome.

▪ Do I Submit Photos?

Articles with no photos may not be selected for publication. Do not embed images in a Word document. Instead, send in the original, un-retouched, full-size digital photos as attachments.

▪ If You Have Article Ideas or Suggestions

If you have an article in mind but are not sure whether it would be acceptable, you need some guidance in writing it, or you would like to comment on the material published here, please feel free to contact the editor: awoodgate@austin.rr.com. 🇺🇸



Top: (L-R) Civil Air Patrol's Southwest Region Commander Col. Mark E. Smith, Cadet Little and National Commander Maj. Gen. Joseph R. Vazquez following the awards presentation. *(Photo: Susan Schneider, CAP National Headquarters)*

New Mexico Wing Cadet Named Civil Air Patrol's Cadet NCO of the Year

by Lt. Col Jay T. Tourtel, CAP, New Mexico Wing

ORLANDO, Fla. – Cadet 2nd Lt. Bailey E. Little of Albuquerque Heights “Spirit” Composite Squadron was recognized by Civil Air Patrol as the Air Force Sergeants Association’s Noncommissioned Officer of the Year for 2015, when the Air Force Auxiliary recognized its top members on Aug. 29 at its National Conference held in Orlando, Florida.

Little, who is now a cadet at the United States Air Force Academy, was chosen for the honor because of her many accomplishments, both in and out of CAP. She has been a member of CAP and Spirit Squadron since September 2013. Her many accomplishments in CAP have included fundraising, Color Guard and emergency services training. She served on the staff of New Mexico Wing’s 2014 summer encampment and the 2014 Winter Warrior training activity, as well

as the wing's 2014 Ground Team Academy. At encampments and other activities she guided younger cadets while building their confidence to succeed.

She was also a top high school student and athlete, serving as captain of her school's water polo team and co-captain of the Albuquerque Water Polo Club team. She is currently a freshman at the Air Force Academy, where she is a member of Cadet Squadron 16.

She is a recipient of Civil Air Patrol's Billy Mitchell Award, that signifies completion of Phase II of Civil Air Patrol's four-phase Cadet Program. Mitchell recipients can qualify for advanced placement upon completion of basic training, and service academies look favorably upon Mitchell cadets. Approximately 10% of all Air Force Academy cadets have had prior CAP experience.

Maj. Lloyd J. Voights, commander of Spirit Squadron, said that Little's leadership by example was "an inspiration for others to follow." He added, "Setting and maintaining high standards are her trademark. I was impressed with her ability to identify issues that needed correcting and stepping up to the plate to help others. I only expect the best from this fine, outstanding cadet."

New Mexico Wing commander Col. Mike Lee also had high praise for Little. "Cadet Little embodies the excellence we all strive to achieve in our organization."

Members and units from 20 states were recognized at the CAP National Conference. 🇺🇸

Right: USAFA Cadet Fourth Class Bailey E. Little receives the Civil Air Patrol's award as Cadet NCO of the Year. (Photo: Courtesy Ms. Leslie Little)





Top: (L-R) CAP National Commander Maj. Gen. Joe Vazquez presents the CAP Safety Officer of the Year Award to Lt. Col. Jim Emory, CAP. (Photo: Okla. Wing Commander Col. Dale Newell, CAP)

Oklahoma Member Receives National Award

by Maj. David McCollum, CAP, Oklahoma Wing

OKLAHOMA CITY – Norman resident and Civil Air Patrol (CAP) Lt. Col. Jim Emory has been named CAP's Safety Officer of the Year. Emory received the award from CAP National Commander Maj. Gen. Joe Vazquez at the organization's annual conference that this year was held in Orlando, Fla.

"As the safety officer for both the Cleveland County Composite Squadron and the Oklahoma Wing, Lt. Col. Emory believes that all adult CAP members should be well-versed in safety," said CAP Col. Dale Newell, Oklahoma Wing commander. "He has automated his squadron's safety program and has made safety a priority for every activity the Oklahoma Wing performs."

Emory, a 17-year CAP veteran, works for the Federal Aviation Administration in Oklahoma City and is the FAA Safety Team (FAAST) lead representative for the Oklahoma Wing. He has devoted countless hours to visiting airports around the state, presenting briefings and attending seminars that promote both safety and CAP membership. Responsible for the high enrollment of CAP pilots in the FAA WINGS Program, he helped CAP pilot check rides become accredited within that national safety effort.

"Receiving this prestigious award is one of the highlights of my CAP career," Emory said. "We don't participate in CAP for awards, we do it for the satisfaction we get by giving something back to our community, state and nation. While it is certainly nice to be recognized with this award, there are many, many other CAP members whose hard work and efforts go unnoticed. But it is through their hard work and dedication that we are able to accomplish our missions of serving our communities."

Lt. Col. Jim Emory, CAP (right) accepted the CAP National Safety Officer of the Year award from CAP National Commander Maj. Gen Joe Vazquez at the organization's annual conference, held this year in Orlando, Fla. 🇺🇸



Top: The tow plane and glider. (Photos: Maj. Johanna O. Augustine, CAP)

Below: (L-R) New Mexico Wing Director of Aerospace Education Lt. Col. Roland O. Dewing watches as Cadet 2nd Lt. Matthew J. McBrayer of New Mexico Wing's Rio Rancho Falcon Composite Squadron ties a knot for the tow rope. Cadet 2nd Lt. Raily C. Blankley of New Mexico Wing's LBJ Middle School Cadet Squadron observes.

Texas Wing Cadets Fly High Over New Mexico

by Maj. Johanna O. Augustine, CAP, Texas Wing

HOBBS, N.M. – During July 8-9, 2015, hot temperatures and dry, dusty winds were the backdrop for two days of glider orientation flights (o'flights) for cadets from Group I of the Texas Wing. Every year, New Mexico Wing's Internal Aerospace Education Officer Capt. Jane Lingenfelter invites cadets from Group I to Hobbs, N.M. for o'flights.





Above: Cadet Airman Ashley L. Kneen of Three Rivers Composite Squadron is obviously excited as she prepares for her first glider orientation flight.

Below: Cadets carefully push a glider towards the hangar.

This year, Texas Wing cadets from Three Rivers Composite Squadron in Grape Creek and the Tigershark Composite Squadron in Amarillo accepted the invitation.

The runway, formerly a taxiway for Hobbs Army Air Field B-17s during WWII, began to show

signs of life after the clouds lifted in the early afternoon on July 8. Everyone gathered under the cool shade of a tree for the safety briefing; once the tow plane was on the ground, no one other than pilots, passenger and support staff were allowed on the flightline.





Above: Cadet Airman Michael Carney of Tigershark Composite Squadron focuses on the task at hand during take-off.

Cadets were divided into two groups and assigned to a specific glider for the rest of the day. The first two cadets headed out to their respective glider and were briefed on how to enter the aircraft, about the controls, the canopy and how to speak to the pilot.

Cadets who weren't flying took turns assisting New Mexico Wing Cadet 2nd Lt. Matthew J. McBrayer from Rio Rancho Falcon Composite Squadron and Cadet 2nd Lt. Raily C. Blankley from LBJ Middle School Cadet Squadron as wing runners. They were responsible for attaching the tow rope to the glider and keeping the aircraft's wing from hitting the ground during take-off.

As the first day came to a close, everyone helped push the gliders and tow plane into the hangars and make sure that everything was secured for the evening.

The next morning started off with clear, blue skies as everyone headed to the hangar to retrieve the gliders. Under the guidance of the glider pilots, New Mexico Wing Director of Aerospace Education Lt. Col. Roland O. Dewing, and Capt. Brian D. Morrison from Rio Rancho Falcon Composite Squadron, everyone rolled the gliders back to the runway where they were secured until flying resumed. The morning's briefing included reminders of staying aware of one's surroundings, hydration and using sun screen.

The weather cooperated all day, and with excellent thermals, the pilots were able to give the cadets some extended flight time. There was no need to ask any of the cadets what they thought about the flights – their smiles said it all.

As day 2 came to a close, there was still time to get in one more flight, so Maj. David L. Augustine from Three Rivers Composite Squadron climbed into the glider for his first flight. With a wave of his hand, a smiling Maj. Augustine headed towards the sky. Upon his return one hour later, his first words were, "How expensive are flying lessons?"

A list of Civil Air Patrol glider academies and how to apply is available at www.ncsas.com. 🇺🇸



Top: Aircraft from Civil Air Patrol's New Mexico Wing are pictured next to the main hangar at Spaceport America near Upham, N.M. as part of a fly-in at the spaceport. Five CAP aircraft brought 14 CAP members to the event.

Below: New Mexico Wing Commander Col. Mike Lee, right, and Cadet Senior Airman Matthew Donnelly stand next to a full-scale mock-up of Virgin Galactic's SpaceShipTwo at Spaceport America near Upham, N.M. Lee and Donnelly were two of the CAP members who attended a fly-in at the spaceport. (Photos: Capt. Ryan Stark, CAP)

New Mexico Wing Members Visit Spaceport America

by Capt. Ryan Stark, CAP, New Mexico Wing

KIRTLAND AIR FORCE BASE, N.M. – On Oct. 3, 2015, members of Civil Air Patrol's New Mexico Wing participated in a fly-in at Spaceport America, located near Upham, N.M., about 30 miles southeast of the town of Truth or Consequences, N.M., in the White Sands Missile Range.

Fourteen CAP members representing squadrons in Albuquerque, Clovis, Las Cruces, Roswell and Socorro flew to the remote spaceport in five CAP aircraft.

Spaceport America is the world's first purpose-built commercial spaceport. It is owned by the State of New Mexico and its primary tenant is Virgin Galactic, the company headed by Sir Richard Branson that is trying to develop routine suborbital space trips for tourists. Elon Musk's Space X is also a tenant, along with UP Aerospace and Lockheed Martin.

The CAP members toured the Virgin Galactic hangar, complete with a full-scale mock-up of SpaceShipTwo, the spacecraft that Virgin is in the process of developing and testing.

Hundreds of tourists came to the spaceport via busses from Las Cruces and Truth or Consequences, and saw the CAP aircraft and spoke with their crews. Dozens of other civilian aircraft also participated in the fly-in.



"There is tremendous value in our members and our aircraft coming to an event like this," said CAP New Mexico Wing Commander Col. Mike Lee, who attended the fly-in. "Where else in CAP could members of a wing fly to and spend the day at a commercial spaceport? This is one of the many ways where our wing's members are taking advantage of our unique state." 🇺🇸



Top: Members of the Muskogee Nighthawks Composite Squadron with members of the Commemorative Air Force in front of the B-29 Super Fortress "FIFI" (Photos: Maj. David McCollum, CAP)

Below: Cadets of the Muskogee Nighthawks Composite Squadron shake hands with a pilot from the Commemorative Air Force.

Oklahoma Wing Squadron Assists During B-29 "FIFI" Visit at Davis Field

by Maj. David McCollum, CAP, Oklahoma Wing

MUSKOGEE, Okla. – On Oct. 22, 2015, exactly 73 years after the first flight of the Boeing B-29, another Super Fortress thundered across the sky above a small town in eastern Oklahoma on its way to a former Army Air Corps training field.

The Commemorative Air Force's (CAF) *FIFI*, the world's only B-29 in flying condition, along with a Curtiss P-40, Grumman F4U, Beech C-45, Fairchild PT 19, North American T6 Texan and a Japanese Nakajima B5N "Kate" torpedo bomber converged on Davis Field in Muskogee, Okla. for the CAF's Air Power History Tour. Members of Oklahoma Wing's Muskogee Nighthawk's Squadron were ready to assist in and enjoy the event.

"For our cadets to be part of such a special event that represents so much history, and to actually be able to work with the flight crews and interact with the veterans and spectators is a rare opportunity," said Nighthawks Commander Maj. Clay Morton. "There hasn't been any type of airshow here in eight years, so this is a really big deal."





Above: Cadet Staff Sgt. Justin Miller oversees small visitors to a CAP Cessna 182.

Below: Cadet Master Sgt. Jared Town assists young visitors as they tour the cockpit of a CAP aircraft.

The CAP cadets helped marshal aircraft, provided flight line security, and assisted with directing traffic.

"This was so amazing," said Cadet Staff Sgt. Gracie Dunn. "It was like a living history book."

Small airports frequently have hidden gems in their hangars or on their ramps, and the history tour at Muskogee provided several while there. Dewey Alberty, age 89, was a U.S. Navy plane captain for F4U Corsairs aboard the U.S.S. Altamaha in the Phillipine Sea during the Second World War. His sister, Maxine Harshaw, had a 70 year-old black-and-white photo of her brother next to his Corsair that captured the imagination of the CAP cadets.

A native of Muskogee, Alberty connected with the teens, relating his wartime experiences. "The Altamaha was an escort carrier and we spent a lot of time moving aircraft from one Pacific island to another to replace damaged planes. We spent a lot of time on Guadalcanal, once the Marines had secured the airfield there."

Alberty was very determined to do everything he did by himself, and to always be prepared for whatever obstacles might come his way. "Times were different then, and you youngsters have teammates on whom to rely. That is important. My generation didn't always do that."





Above: Cadets of the Muskogee Nighthawks Composite Squadron provide flight line security as the B-29 "FIFI" starts engines.

Below: Former B-29 bombardier Harold Alford at the bombardier station aboard the Commemorative Air Force B-29 "FIFI".

"If you know what you are capable of doing, do it," he advised the cadets. "I hope it doesn't ever come to it again, but if it does, be ready."

Harold Alford, age 92, was a B-29 bombardier with the 331st Bomb Group, based on Guam. Alford and his son drove five hours from Stevens, Ark. just to see the big bomber again. The memories of his time on Guam as a crewmember on *Slicker 8* came flooding back as he shared story after story with the Nighthawk cadets.

"We flew mainly at night, bombing Japanese refineries," he said. "While there wasn't much in the way of fighters, the flak was incredibly heavy. But the toughest part wasn't the fighters or the flak; it was the 16-18 hours in the air for each mission. It was a great time, but I'd hate to go through it again."

Did Alford have any advice for the cadets? "What we need today more than anything else is leadership. You young people are the future of our country, and we need you to be strong and learn from the past."

"It's unbelievable, the sacrifices these people made when they were not much older than we are now," said Cadet Chief Master Sgt. Parker Dunn. "It's hard to fathom."





Above: Cadets of the Muskogee Nighthawks Composite Squadron perform flight line marshaling duties

Below: Former U.S. Navy aviator Dewey Alberty with (L-R) Cadet Chief Master Sgt. Parker Dunn, Cadet Master Sgt. Jared Town and Cadet 2nd Lt. Noah Batesole.

"We owe them a debt of gratitude," said Cadet 2nd Lt. Noah Batesole. "They went through so much on behalf of our country."

"Kids our age are busy playing video games or shopping at the mall," added Cadet Master Sgt. Jared Town. "They were fighting and dying for our country."

Some of the cadets wondered why all of this is important, why should anyone care about 70 year-old airplanes and the stories of the crews that flew in them.

"It's more important now than it ever has been to preserve history and to educate our children," said CAF member Shad Morris. "This is a living history. Just think what stories these planes could tell, if only they could talk."

Approximately every three minutes, a memory of World War II disappears. Yielding to the inevitable process of aging, the men and women who fought and won the war are now mostly in their 90's and are dying quickly – at the rate of approximately 492 a day, according to the U.S. Veteran's Administration.

"We don't have much time left for these types of events, where our cadets can actually meet and learn from the people who lived through a period of history that had such a profound impact on our nation and the world," said CAP 2nd Lt. Tiffany Town. "Seeing these veterans in their element, and watching as they stepped back in time to reconnect with these wonderful old aircraft is something none of us will soon forget." 🇺🇸





Top: (L-R), 2nd Lt. Daniel Stoute, Maj. Mark Warriner, and Lt. Col. Kathy Beauford plan their mission using air charts.

Below: (L-R) Maj. Mark Warriner, Lt. Col. Kathy Beauford, and 2nd Lt. Daniel Stoute in front of their Civil Air Patrol Cessna C-172 aircraft.

Louisiana Wing Conducts Successful Search and Rescue Exercise

by Lt. Col. Kathy Beauford, CAP, Louisiana Wing

NEW ORLEANS – On Sept. 12, 2015, the Billy Mitchell Squadron of the Civil Air Patrol, U.S. Air Force Auxiliary, flew a successful Search and Rescue Exercise from New Orleans' Lakefront Airport to Abbeyville, La. and back. The mission was flown without modern electronic navigation aids such as the GPS in order to simulate possible conditions as might occur after a disaster, terrorist attack, or homeland security incident.

Aerial photographs of the designated targets were taken and evaluated as successful representations as assigned. The pilot of the Cessna C-172 was Maj. Mark Warriner, the navigator/observer was 2nd Lt. Daniel Stoute, and the mission scanner/airborne photographer was Lt. Col. Kathy Beauford. 🇺🇸





Top: Students read historical facts about astronauts with a Saturn V rocket in the background.

Below: Raphael Grau explains Space Shuttle flight deck to Tomas and Alvee. (Photos: Capt. Audrey Morrow)

International Air Cadet Exchange Visitors Awed by Tour of NASA

by Capt. Audrey Morrow, CAP, Texas Wing

HOUSTON – On July 27, 2015, a group of six foreign exchange visitors took part in an in-depth tour of the NASA facility. Participating in the tour were three visitors from Canada (Lauren Froats, Holden Aaron and Alvee Bhuiyan) and three from China (Xin Li “Candice”, Yinuo Sun “Bella” and Yu Ning “Tomas”). Candice is a teacher who specializes in aerospace training. On July 25, they had been given orientation flights flown by Mission Pilot Maj. Stuart Hagedorn.





Above: View of mission staff support crew guiding the current ISS.

Below: Tomas and Bella wonder what it might have been like to be a flight controller in the 1970s.

The tour was organized by Texas Wing's Deputy Aerospace Education Officer Maj. Stuart Hagedorn. He was joined by Texas Wing's IACE Coordinator Maj. Wendi Lamphear (who is a member of the Geo. W. Bush Composite Squadron) and Maj. Kate Schoessler (a NASA biomedical flight controller and Ellington Composite Squadron Public Affairs Officer, Professional Development Officer, and this year's IACE coordinator for Group IV).

The tour began with a walk through Rocket Park. The visitors viewed with amazement how large the Saturn V rocket was. The group then boarded a bus with guide Raphael Grau, manager of the External Integration Office of the International Space Station Program (ISS). The first stop was the Christopher C. Kraft, Jr. Mission Control Centers. On entering the building, there was a large display of the elaborate front and rear instrument panels of a space shuttle flight deck. Some of the visitors enjoyed posing at the controls.



Right: Lauren tries on jetpack for size.

Below: Maj. Stuart Hagedorn was a member of the team that designed the jetpack.

To all visitors' accounts, being in the actual Mission Control Room was a fascinating experience. Sitting behind a glass panel gave all a bird's-eye view of the actual working staff as they supported and guided the current ISS. At the time, they were monitoring the logistics of the ISS

and its crew. Mr. Grau said that he was delighted by all the interest and good questions from the visitors. One observer noticed the reading on a screen showing a low on-board battery, a periodic occurrence on these solar-powered cells that go into maintaining the space station. The orbit chart indicated that the vehicle was on the dark side of Earth at the time of the reading. Grau

explained the functions of personnel at the numerous computer stations. Kate Schoessler usually manned the Biomedical Flight Controller position in the room.

The next stop proved to be very popular. It was the old Mission Control Center, with its dial-up phone panels and pneumatic tubes for distributing messages, all of it state-of-the-art at the beginning of space exploration. The visitors busied themselves exploring the computer stations. They sat at the bulky TV-like cathode ray tube computer displays and wondered what it might have been like to be a flight controller in the 1970s. The room was permeated by the many historic moments of pioneering space exploration. The days of Alan Shepherd, John Glenn, Neil Armstrong and Apollo 13 will never be forgotten.

As the group arrived at the Space Vehicle Mockup Facility,



The Fly-By, South

Maj. Hagedorn spoke about his exciting career in astronaut equipment training. He has worked at designing the jetpacks astronauts wear when they perform extra-vehicular activities outside the space capsules. There was much to be seen in this building.

Right: Holden listens as Grau describes details of Orion space craft mock-up.

Below: Candice, Bella and Holden view space suits.



The robotics display showed a human-form robot permanently merged with a land rover. A universal docking device was displayed here, and space suits – weighing 300 lbs. each – had gleaming gold faceplates. A mockup of the Orion spacecraft gave everyone an opportunity to see how little personal space was allotted to the astronauts. Many different modules of the space station were on display, and Mr. Grau described the function of each. The visitors had many questions.

As the tour concluded, Maj. Hagedorn gave each visitor a certificate for having participated in the orientation flights on the previous Saturday. The group was headed to San Antonio next. When asked what other things they had done, Tomas said, “I saw many things of interest here, the Houston Museum of Natural Science, the Battleship Texas, and Galveston,” whereupon he played back his digital pictures for all to see.

As they readied for departure, they thanked their hosts and expressed how much they had enjoyed this experience. With stars in their eyes, some seemed ready to remember NASA as a highlight in their visit to the United States. An experience such as this has been known to inspire a young person to follow a career in space exploration. 🇺🇸





Arizona Wing Advanced Rocketry Competition at Wing Conference

by Lt. Col. Peter Feltz and Lt. Col. Rich Laherty, CAP, Arizona Wing

TUCSON, Ariz. – The conference was held on Jun 27-28, 2015 at the Desert Diamond Casino and Hotel in Tucson. Instead of an Aerospace Education breakout session, this year the wing conducted its First Annual Arizona Wing Rocketry Competition, held at the Pima County Fairgrounds.

Even though it was very hot, the participating senior members and cadets said that they had a very good time. Occasional variable winds hampered some of the launches but on an overall basis it all went well. Since the Cadet Encampment had taken place the week before, cadet attendance at the rocket competition was not as high as expected, but everyone learned a lot. For 2016, the wing plans to have another competition in a cooler month, such as October, and time it so that it is not in competition with other events.

A total of 14 cadets participated, making 51 rocket flights. The winners were:

- A-Parachute Duration: Cora Scholz from Squadron 305
- B-Streamer Duration: Matthew Bryant from Squadron 305
- C-Egg loft Duration: Since there were no qualifying flights and the wing had a prize, the judges decided to draw a name at random to receive the prize. Jackson Burnell from Squadron 388 won this rocket kit.

Individual Overall Scores:

- First Place: Matthew Bryant from Squadron 305--132 total points
- Second Place: Cora Scholz from Squadron 305--106 total points
- Third Place: Sean Young from Squadron 388--61 total points

Squadron Results:

- First Place: Squadron 305--341 total points
- Second Place: Squadron 388--163 total points
- Third Place: Tie between Squadron 229 and Squadron 231, each having 16 total points, the wing will order so both squadrons will have one. 🏆

Texas Wing Team Handles an EPIRB that Wouldn't Die

by Maj. Johanna O. Augustine, CAP, Texas Wing

GRAND PRAIRIE, Tex. – On July 20, 2015 Lt. Col. Russell Miller of the Crusader Composite Squadron in Grand Prairie was contacted by the Texas Wing Alerting Officer and assigned missions sent down by the Air Force Rescue Coordination Center in Florida regarding two separate Emergency Locator Transmitters (ELT) and Emergency Position-Indicating Radio Beacon (EPIRB) signals in the northeast corner of the state. One ELT was reported in the area of east Dallas and one EPIRB was reported near the Rusk-Maydelle area.

After Lt. Col. Miller accepted the two missions as the incident commander, he contacted Capt. Jerry Barron who immediately organized a ground team from members of Group III and an aircrew from the Dallas area, while the Tyler Composite Squadron was organizing another ground team for the second mission.

The first signal led the Group III ground team to a locked aircraft hangar. The owner of the hangar was contacted and arrived shortly thereafter. Once the building was opened, the ground team isolated the signal to a Piper Comanche and the owner was notified to come out and deactivate the beacon.

The Group III ground team was still on standby, so their team was reassigned to look for the EPIRB along with the Tyler Composite Squadron ground team. "Since there was a ground crew ready to go, I re-tasked and sortied them on the Rusk-Maryellen area EPIRB mission," said Miller. "The EPIRB was showing it was in the woods and more searchers might be needed."

The aircrew from Dallas was still available and they were tasked to go on the second mission but due to another aircrew using the aircraft for proficiency training, the mission aircrew departed later than planned from the airport and arrived in the search area approximately behind the ground team.

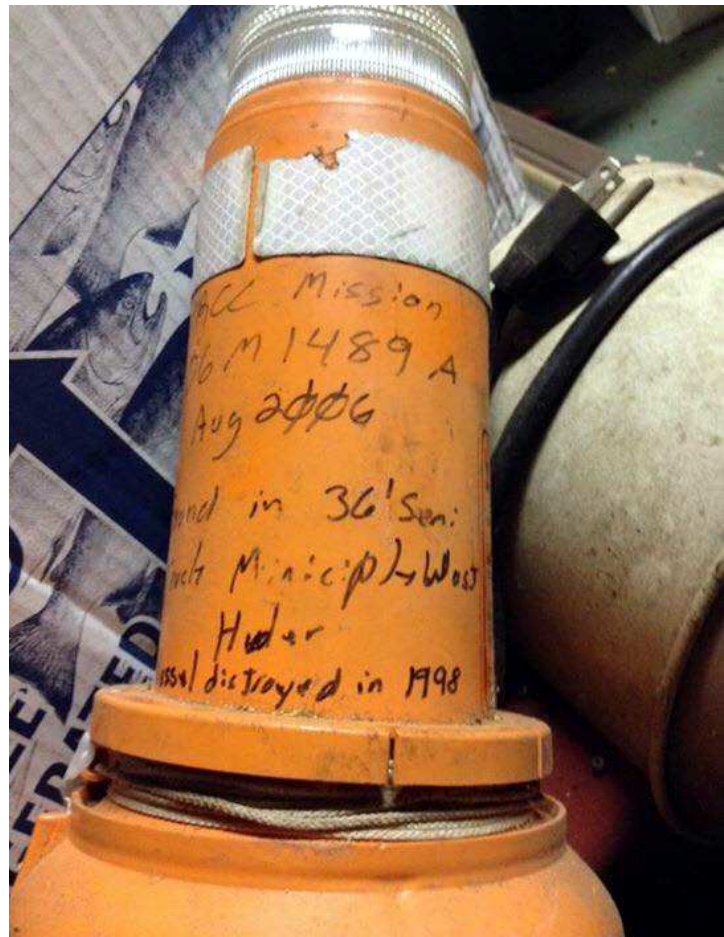
The air and ground teams searched the coordinates given by the EPIRB and a signal was heard – but not isolated – near the initial coordinates. The EPIRB was located approximately 2 miles from the last known position between the cities of Rusk and Maydelle. The local sheriff's department was contacted and helped gain access to the property.

Ground team members used an L-PER (electronic locator receiver) and body nulling search methods to isolate the signal. The beacon was found in the attic of an uninhabited house.

If how it was found wasn't strange enough, the story takes an even stranger twist. The EPIRB had been previously found in 2006 in Florida and AFRCC's records indicated this EPIRB was destroyed. Furthermore, the unit indicated the EPIRB's battery needed changing in 1997 (see photo taken by Capt. Opal P. McKinney). One never knows how long an EPIRB or ELT will last, nor when they will go off.

Lt. Col. Miller was very pleased with the outcome for the evening. "My thanks to the two ground teams and aircrews for their efforts in accomplishing two finds and two missions in one evening." 🇺🇸

Lt. Col. Russell Miller, CAP contributed to this article. (Editor)





Left: Example of a fractal. (Photo: Courtesy of the Fractal Foundation of Albuquerque)

New Mexico Squadron Thanks its Members with Fractals, Food and Football

by Lt. Col. Jay T. Tourtel, CAP, New Mexico Wing

ALBUQUERQUE, N.M. – On Aug. 22, 2015, with an afternoon of fractals, food and football, Maj. Lloyd J. Voights, commander of Albuquerque Heights “Spirit” Composite Squadron thanked the squadron’s cadets and senior members for all their hard work.

The celebration was to recognize the squadron membership for all they did, especially for their work in support of the Albuquerque Memorial Day Wine Festival – the squadron’s single largest fundraiser – which accounts for over 90% of the squadron’s operating income. The funds earned from the festival are used to purchase uniform accessories and insignia, and even to help fund cadet and senior member participation in squadron and wing activities.

The celebration began with a visit to the New Mexico Museum of Natural History and Science Planetarium, where the squadron witnessed a show on fractals, presented by the Fractal Foundation of Albuquerque.

Fractals are geometric patterns that repeat themselves, such as spirals, circles, triangles, squares or even lines. They can be finite (such as the leaves of an artichoke) or progress (or regress) to infinity. The smallest measurable fractal is a millionth the size of an atom.

Fractals can be found in geography (rivers and tributaries), nature (leaves

and branches), architecture (columns and spires) and even the human body (blood vessels, capillaries and nerve endings).



Above: The cadets and senior members enjoy a catered pizza dinner. (Photos this page: Lt. Col. Jay T. Tourtel, CAP)

Below: Squadron members burn off excess calories with a spirited game of Frisbee® football.



Following the presentation, the squadron toured the museum, then ventured across the street to nearby Tiguex Park, for a pizza dinner catered by the squadron.

After dinner, cadets and senior members engaged in a game of Frisbee® football.

Maj. Voights thanked the senior members and cadets for their many contributions to the squadron and Civil Air Patrol. "You are the reason we do what we do," he said. 🇺🇸



Top: The CAP visitors, flanked by their AF hosts, stand in front of a B-1B bomber. (Photos: 2nd Lt. Raymond Gathright, CAP)

Below: The visitors look up the B-1B's open bomb bays.

Dyess Air Force Base Welcomes Texas Wing Visitors

by 2nd Lt. Raymond Gathright, CAP, Texas Wing

DALLAS – Early on Aug. 5, 2015, several cadets and senior members from Texas Wing Groups II, III, and VI gathered at local squadron sites in preparation for a tour of Dyess Air Force Base in Abilene, Texas.

By mid-morning, the groups assembled at the Dyess Heritage Museum. Base Curator Jory Vanderburg began the tour with the story of Lt. Col. William Dyess, the base's namesake.

The group spent the following several minutes exploring the exhibits. Displays ranged from Lt. Col. Dyess' personal effects, to modern flight suits and a large radial engine.

Next, the members loaded onto buses for a tour provided by Air Force Public Affairs.

The tour started with a trip to the B-1 Engine Shop, where AF Senior Airman Christian Gates and Senior Airman Christian Watson took turns explaining how their individual sections would first look for a simple solution to a problem. If



they cannot find one, then the engine is taken apart and rebuilt. AF Staff Sergeant Tyler Wilber then explained how after the engines are put back together they go to one of the test cells to make sure they work properly. The test cell crew allowed small groups into the control room to see how they monitor engine performance during testing.

The ability of the test cells to reduce noise interested everyone. Engine testing occurs 24 hours a day, even though base housing is only a few blocks away. Noise dampening is so effective that although a jet engine might be running at full power, a conversation just outside the building is possible.

Members also visited the 317 Airlift Group, home of the largest fleet of C-130Js. AF Staff Sgt. Jesse Gonzales met the group with a short video that he made to explain a loadmaster's job. After the video, Staff Sgt. Gonzales escorted the cadets to the flight line, where they explored the newest C-130 model.

After learning about the C-130, the tour took the cadets to visit the 7th Bomb Wing, one of two of two that operate the B-1B Lancer.

AF Capt. Jeff Smith, an instructor pilot for the B-1B, met the group and provided background information about the Lancer as well as himself. Then Capt. Smith spent the following half hour answering questions ranging from the B-1B's speed to his scariest moment in the cockpit.

Perhaps the highlight of the trip came after the question and answer period. Smith escorted the members back to the flight line, where he gave them a guided tour around and inside one of the bombers.

The visitors next visited the 7th Security Squadron's K-9 training center, where AF Staff Sgt. Daren Marshall described the procedures for dog handling in the military. The lecture included demonstrations on agility and suspect detainment. According to Staff Sgt. Marshall, most visitors ask what happens to dogs in security forces once they retire from the U.S. Air Force. He said that most of them are eventually adopted by former dog handlers.

As the buses made their way back to the Dyess Heritage Museum, Jory Vanderburg had one last surprise. Outside the main entrance to the base is a line of vintage U.S. Air Force aircraft, including the first operational C-130A. Vanderburg opened the aircraft and allowed the group to go inside. He pointed out that the aircraft took damage in Vietnam and crashed, injuring a crewmember. After repairs, the plane returned to service. Today, the injured crewmember's Purple Heart sits just inside the cockpit entrance.

For their efforts, CAP Lt. Col. Fletcher Sharp provided bus drivers AF Staff Sgt. William David and AF Airman First Class Bryan Nieto as well as Base Public Affairs staff Senior Airman Kenneth New and Kedesha Pennant with CAP Group II challenge coins.

Sharp, Group II's deputy commander for cadets, said, "You never know what kind of an impact trips like these will have on a cadet's future."

He hopes to repeat this trip in a few years, increasing the number of CAP members that he takes along. 🇺🇸

Right: AF Staff Sgt. Jesse Gonzales (far right) gives the visitors a full tour of the outside and inside of a C-130J.



The

Right: Maj. David McCollum, CAP accepts the keys to Oklahoma Wing's new Cessna 172 from Cessna Account Manager Eric Self at the company's Independence, Kan. facility.

Below: Oklahoma Wing Director of Safety Lt. Col. Jim Emory (right) reviews new aircraft documentation with Cessna Account Manager Eric Self.

Oklahoma Wing Takes Delivery of New Aircraft

*by Maj. David McCollum, CAP,
Oklahoma Wing*



INDEPENDENCE, Kan.

— On Aug. 13, 2015, the Oklahoma Wing of the Civil Air Patrol (CAP), the U.S. Air Force Auxiliary, took delivery of a new Cessna Skyhawk 172S aircraft. This is the first new airplane the wing has received in more than nine years.

"This airplane will replace one of our older airplanes," said Oklahoma Wing Commander Col. Dale Newell, "and will be rotated among several of our squadrons. The state-of-the-art avionics in the new airplane will help our aircrews better perform their assignments and ensure that we continue to operate within a culture of safety. You may see this airplane at your local airport during fly-ins and airshows where CAP has a presence."

"Few things are as fulfilling to all of us than our continued support of CAP, our largest customer for single-engine piston aircraft," said Joe Hepburn, Cessna's senior vice president, Piston Aircraft. "The men and women of CAP are involved in search-and-rescue operations, disaster relief, flight training, youth development and in promoting aviation throughout the country. We are proud to provide them aircraft in support of their mission."

Civil Air Patrol operates a fleet of 550 aircraft, most of which are Skyhawk C-172 and Cessna Skylane C-182 piston aircraft. It also operates 46 gliders.

"Cessna is one of our most valued partners," said Don Rowland, chief operating officer of Civil Air Patrol. "Flying high-wing aircraft is very helpful for CAP especially in conducting photo reconnaissance flights for emergency service providers in the aftermath of disasters, and the

Skyhawks and Skylanes are perfectly suited for our needs."

The Skyhawks, produced at the Cessna facility in Independence, Kan. will be delivered throughout 2015, replacing older models in CAP's fleet. In addition to the standard equipment on the aircraft, including the Garmin G1000 avionics suite, the new CAP Skyhawks will be fitted for glider towing. 🇺🇸





Above: Michael Contreras tells squadron members about the Vietnam War. (Photo: Courtesy Ms. Melissa Aasgaard)

Texas Wing Squadron Hears About Vietnam War Veterans' Experience

by Capt. Audrey Morrow, CAP, Texas Wing


SUGAR LAND, Texas – On Sept. 22, 2015, the Sugar Land Composite Squadron invited two Vietnam War veterans – members of Veterans of Foreign Wars District 4, Post 5619 – to speak to them at their meeting. It has been 50 years since the start of the Viet Nam Conflict. This was the first time in American history that the whole country did not pull together to support servicemen deployed overseas.

VFW District Commander Rudy Carr spoke of his service. He was drafted into the U. S. Army as an infantryman and arrived in Vietnam by ship along with 5,000 other infantrymen. They were brought to shore by LST (Landing Ship, Tank). He described conditions, “Expected provisions had not yet arrived. We erected pup tents with our shelter halves to protect ourselves from the elements. Meals were canned C-rations. During the monsoon season, it rained daily.” The jungle environment was much different from anything they had been trained to maneuver.

When the conflict ended in 1975, returning servicemen did not receive a proper welcome for their efforts to bring freedom to another nation. Many lives were lost, and even more returned wounded and disabled. “We paid our price,” said Carr.

Past Post Commander Michael Contreras enlisted in the Navy, serving from 1969 to 1975. He spent 22 months aboard a nuclear-powered submarine, patrolling the coast. “Quarters were cramped. Bunks were shared according to duty shifts. Data collected from the patrols was turned over to the Department of Defense for evaluation,” explained Contreras.

Today, the draft is no longer in effect, and less than one percent of U. S. citizens and residents enlist in the Armed Forces. The VFW is a place of common contact, where veterans can gather and share their memories, raising funds to assist the wounded. Rudy Carr and Michael Contreras are dedicated to addressing as many groups as possible, in their effort to raise awareness and to tell their stories.

There are two VFW awards that are given each year to Civil Air Patrol cadets. One is for an outstanding Cadet NCO, the other for Cadet Officer of the Year, both earned by dedication of service and showing strong patriotism. Whenever possible, these awards are presented by a VFW member. 



Left: (L-R) Maj. William Hunton, Cadet Capt. Franchesca Giroir, and Mike Giroir as he is promoted to Captain. (Photos: Lt. Col. Kathy Beauford, CAP)

Below right: (L-R) Maj. William Hunton congratulates Cadet Capt. Franchesca Giroir on achieving the second phase of her captaincy.

Below left: (L-R) Major William Hunton, and Cadet Master Sgt. Colton McClintock's family celebrate his promotion.

Bottom: (L-R) Maj. William Hunton, Christian Boesch, and Cadet Capt. Franchesca Giroir celebrate Boesch's promotion to Cadet Airman.

Louisiana Wing Cadet Squadron Holds Promotions Ceremony

by Lt. Col. Kathy Beauford, CAP, Louisiana Wing

NEW ORLEANS – On Aug. 25, 2015, the Louisiana Wing's Pontchartrain Cadet Squadron held its promotions ceremony at the VFW Meeting Hall in Harahan, La. Mike Giroir was promoted to Captain.

Cadet Franchesca Giroir achieved the second level of her captaincy. Cadet Colton McClintock promoted to Cadet Master Sergeant. Christian Boesch and Louis Charbonnet were both promoted to Cadet Airman. 🇺🇸





Top: (L-R) Cadet Airman First Class Lillian M. Carpenter, Food Service Operation Staff 2nd Lt. Melissa B. Griner, Cadet Chief Master Sgt. Marshall E. Thurman, Cadet Officer in Charge Cadet 2nd Lt. Philip A. Turney, Cadet Staff Sgt. Hannah D. Chandler, Cadet Sr. Airman Gabriel R. Carpenter, and Cadet Food Service Sgt. Cadet Sr. Master Sgt. Samuel J. Kittlitz. Not pictured: Food Service Operation Staff 1st Lt. Rosalinda P. Osborne and Food Service Manager Capt. Wilmer S. Sosa.

Below: Cadets wait to eat during the Texas Wing Summer Encampment in Brownwood. (Photos: Capt. Wilmer Sosa, CAP)

Keeping the 2015 Texas Wing Summer Encampment Fed

by Capt. Wilmer S. Sosa, CAP, Texas Wing

BROWNWOOD, Texas – Texas Wing held its Summer Encampment at Camp Bowie during the period June 21-28, 2015, where almost 300 cadets and senior members gathered for teaching and learning, all of them sharing one need: someone had to feed them. Food Service is an essential part of any long-term group activity, and those making it happen can be considered special-purpose warriors.

A cadet encampment food service warrior's day begins long before most cadets wake for the morning physical training. When others are opening their eyes to start the day, the food service warriors have already put in hours of work over hot stoves, making each meal the best it can be. The cooks and servers of Camp Bowie were truly the engine that kept the Texas Wing Summer Encampment going.

What the Emperor Napoleon Bonaparte once said of the Grande Armée – *Une armée marche sur son estomac* (An army marches on its stomach) – still applied to the modest encampment on the outskirts of Brownwood, Texas.

No matter how physically strong or technologically advanced Civil Air Patrol members might be, everyone must eat. The same is true for the Texas Wing cadets at Camp Bowie: training cannot happen if cadets are hungry or thirsty.





Above: Cadets go through the food line at the 2015 Texas Wing Summer Encampment.

The Texas Wing food service warriors and the senior members tasked with the 2015 Texas Wing Summer Encampment food service made sure that all participants received three meals a day to keep their bodies healthy and strong for them to be able to keep up with the demanding training. Food preparation is all about the fundamentals of food service – preparing all meals to standard, the right way, and on time. Teamwork was essential to the food service warriors, as no one person could do it all: it is truly a team effort.

Seasoned encampment veterans don't refer to the place where they eat as a "mess hall." In modern Air Force lingo, it's DFAC (pronounced DEE-fack) or Dining FACility, and the food service warrior has a culinary pedigree.

"Cadets still call the food chow, and they still wait in 'chow lines' to be served," said Cadet Master Sgt. Amari Abram, a member of the East Houston Cadet Squadron.

Breakfast, lunch and dinner were served following a seven-day master menu. The food service manager, senior members and cadets shared the responsibility for proper nutrition at Camp Bowie. They made sure that each basic cadet received the wholesome and tasty food needed to sustain training in good health.

The Texas Wing Encampment staff served approximately 900 meals each day during the week long training to sustain an average of 272 cadets and their instructors. The portion size of each item is controlled to ensure every cadet receives a daily amount of calories, carbohydrates, fats, proteins, vitamins and water needed to keep their bodies properly fueled throughout training. Apart from spices for mild flavoring, no food served in the DFAC is enhanced with added vitamins, minerals or chemicals.

"Our cadets will never go without a meal," said 1st Lt. Rosalinda P. Osborne, food service operation staff and a member of the Corpus Christi Composite Squadron.

"There aren't many times that we are seen, since we work in the background. Some cadets and staff think we have it easy, but this is a tough job. The dining facility is a very high-stress environment, with a lot going on," said Cadet 2nd Lt. Philip Turney, cadet officer in charge of cadets and a member of the Pegasus Composite Squadron. "This kitchen is our daily battlefield. It can be very challenging to meet the needs of so many cadets, but we all love our job and I wouldn't want to do any other job in an encampment."

"The biggest challenge," said Food Operations staff member 2nd Lt. Melissa B. Griner, "was providing a variety of food and serving the cadets on time. It's not just about the food. It's a full dining experience." She continued, "Many of these young cadets are here away from home for the first time, and we try to make this like their home-cooked meal, where they can sit down and enjoy a relaxing meal away from training. You're only as good as the last meal you served." Griner is a member of the Nacogdoches Composite Squadron.

"This week our performance was excellent. This staff always does an outstanding job," said Cadet Sr. Master Sgt. Samuel J. Kittlitz, cadet food service sergeant and a member of the Nighthawk Composite Squadron in Denton.

The theme for the dining facility was *Serving Our Leaders*. By attending the Texas Wing Encampment, the basic cadets and the staff have displayed leadership, patriotism, and adherence to the Civil Air Patrol core values.

"The beginning of food service during encampment was a long and difficult journey," said Cadet Sr. Airman Lillian M. Carpenter, food service warrior and a member of the Mineral Wells Composite Squadron. "I was constantly learning. The mentoring from senior members was crucial for my tasks during encampment. This is the kind of work that I like to do, that I want to do. I want to be here, because you are always learning. You can never say that you know it all. There is always a new way or a shorter way, or somebody works it differently, or we are making a difference to serve the cadets better."

For the dedicated CAP members who chose to serve others for the week, and those who attended to mentor or learn basic skills, whether they pursue a career in the military, government, politics or the corporate business world, everything started with the Civil Air Patrol, where members developed the qualities that lead to success: teamwork, discipline and service. 🇺🇸

Below: Food Service Manager Capt. Wilmer S. Sosa and Food Service Operation Staff 1st Lt. Rosalinda P. Osborne prepare one the many meals served at the 2015 Texas Wing Summer encampment. (Photo: Unknown)



Left: (L-R) Maj. Voights presents Squadron Safety Officer Capt. Karen Barela with the award for Southwest Region Safety Officer of the Year.

Below: (L-R) Cadet Commander Cadet Capt. Alexander J. Salazar, founding Commander Lt. Col. Beverly A. Vito and current commander Maj. Lloyd J. Voights cut the squadron's birthday cake.
(Photos: Lt. Col. Jay T. Tourtel, CAP)

New Mexico Wing Squadron Celebrates 10th Birthday with Awards, Promotions

by Lt Col Jay T. Tourtel, CAP, New Mexico Wing



ALBUQUERQUE, N.M. — On July 9, 2015, Albuquerque Heights “Spirit” Composite Squadron celebrated its 10th birthday. The squadron had been officially chartered on July 11, 2005.

Spirit Squadron literally had its genesis at the Albuquerque Heights First Church of the Nazarene (the squadron's meeting place), when the church's senior pastor, CAP Maj. William B. Nielson, announced that he wanted to start a squadron at the church. This announcement caught the attention of two of its congregants: Lt. Col. Beverly A. Vito, who in 1971 had become the second cadet from New Mexico to earn the Gen. Carl A. Spaatz Award—the highest cadet program award that a cadet can earn—and Col. Mark E. Smith, a retired Air Force colonel, who would go on to serve as New Mexico wing commander for the period 2011-2015, and who is now the CAP Southwest Region commander.

How did Spirit Squadron get its name? According to Lt. Col. Vito, at the squadron's organizational meeting, she and Col. Smith had a list of all the aircraft flown by the Air Force. Col. Smith wanted the squadron to be named Raptor Composite Squadron, but that name was already taken by another unit. They further down the list until they came to the B-2 “Spirit” bomber, also known as the Spirit of America, which was a name that everybody liked. In addition, the members thought that a unit named Spirit Squadron that met at a church was appropriate—and the rest is history.

Lt. Col. Vito was the founding commander, from July 2005 to January 2006, when Col. Smith took over. He commanded the squadron until March 2008, and then left the squadron in 2009 to pursue other projects at Wing level. Lt. Col. Vito again took command until May 2012, when she passed command of the squadron to Maj. Michael E. Eckert, and it was under Eckert's command that Spirit Squadron was named Squadron of Distinction in 2013. On March 5, 2015, Maj. Lloyd J. Voights became the squadron's fifth and current commander.

The squadron recognized cadets and senior members with promotions and awards. Among them, the squadron's Safety Officer Capt. Karen Barela received the award for Southwest Region Safety Officer of the Year, and cadet executive officer Josias Valdez was promoted to cadet first lieutenant.

Following the awards and promotions, the squadron celebrated with cake and ice cream. 🍰





Top: First Lt. Richard Bonica teaches handheld radio communications. (Photos: Capt. Audrey Morrow, CAP)

Below: First Lt. Bonica's young son, Steven, displays a mock arm injury.

Ground and Urban Direction Finding Training in Texas Wing

by Capt. Audrey Morrow, CAP, Texas Wing

SUGAR LAND, Texas – On Sept. 26, 2015, Maj. David Lankford and 1st Lt. Richard Bonica conducted an intensive Ground and Urban Direction Finding (UDF) training session at Sugar Land Regional Airport. Capt. Jordan Aasgaard organized the day's program.

Participating were three senior members and six cadets. All participants took part in "hands on" training. Maj. Lankford, who is well versed in ground team work, previously led a team of cadets through the Brazos River area in the aftermath of the June floods.

Lankford displayed the many items that ground team members need in a backpack. Among them were CAPID, 101 card, handheld radio, a poncho, reflective



vests, first aid quick reference card, first aid kit, compass, water and MREs (meals ready to eat). The need to keep a log of personnel, dates, times, areas of search and results was emphasized.

Right: Maj. David Lankford teaches Cadet Airmen John Newman and Pablo Granados how to use a compass.

Below: Cadets pack MREs for shipment to Armed Forces.

Land navigation training covered from the use of a compass by sighting objects to the use of maps in plotting an azimuth. Maj. Lankford demonstrated the use of transparencies in determining grid locations on regional maps.

First Lt. Richard Bonica assigned members to one of two teams who proceeded to walk outside as they practiced proper use of handheld radios. Bonica is also an assistant Community Emergency Response Team (CERT) instructor. His young son, Steven, took part in the first aid demonstration by displaying a mock bleeding gash on his arm. Proper bandaging techniques were illustrated, and each team member was given a chance to bandage and be bandaged by a teammate.

During the lunch break, MREs in a variety of courses were offered. Each packet contained a water-generated heating element, the main course, bread, flavored beverage powder, raisins, coffee, sweetener and creamer. The chewing gum provided is formulated to freshen the teeth.

The course concluded with instruction and demonstrations on the use of handheld UDF equipment. The students learned how to determine a beacon signal's bearing as they tried to locate a distress beacon, triangulate on the signal, and deactivate the distress beacon once found. In locating the Emergency Locator Transmitter (ELT), Team One did so on the first sortie and Team Two on the second, as it came within 25 meters of the ELT decoy. Training was completed in two mission sorties. Certifications are pending the completion of two ICS courses.

Through the dedication of Maj. Lankford and 1st Lt. Richard, 17 members of Sugar Land Composite Squadron became qualified in Ground & Urban Direction Finding Team Tasks. The squadron is planning future courses for cadets in Mission Radio Operator and Mission Staff Assistant. Cadet proficiency in these skills will free more senior members to participate in Search and Rescue air crew duties, allowing the unit to broaden its service to the community. 🇺🇸



The Safety Corner – Situational Awareness: Know What Is Going on Around You

What is Situational Awareness (SA)?

Situational awareness is nothing more than being aware of what is happening around you in terms of where you are, where you are supposed to be, and whether anyone or anything around you is a threat to your health and safety.

Our knowledge, experience and education enable us to understand what is going on around us and helps us determine if it is safe. This means that everyone's situational awareness is individual and potentially different. We use our situational awareness to make decisions and instruct others.

Our situational awareness is only as accurate as our own perception or readings of the situation, so what we think is happening may not accurately reflect reality. How we read a situation can be influenced by many things, such as the type of information we have been provided, our own experience, and distractions in our activities or missions.

Why Should You Improve It?

It is important that you know how many problems you face and how serious they are. The temporary loss – or lack of – situational awareness is a casual factor in many of our mishaps.

Often there is so much going on in your working environment, or you become so absorbed in your own thoughts, that you fail to spot those things that could pose a serious threat to your health and safety.

The following example is from Jeff Espenship, a current International Pilot and former USAF fighter pilot.

On Aug. 27 2006, Comair flight 5191 took off from the wrong runway. It was early dawn and still dark outside as the captain (highly experience and trained) was taxiing the airplane to the runway. Instead of taking the correct runway, he took a wrong turn, which led the plane onto a runway that was too short for takeoff. During take-off, the cockpit is a designated quiet area to allow for concentration. On this occasion, the captain and co-pilot were chatting, affecting everyone's performance. Allowing this talk meant that the situational awareness of the captain and co-pilot was reduced, and they failed to recognize that they were on the wrong runway. Their perception of reality was



SITUATIONAL AWARENESS

It's paramount to your personal safety

different from the actual reality. Despite the co-pilot pointing out that there were no lights on the runway, it was another 15 seconds before the captain realized what was happening, by which time it was too late. They failed to stop work despite recognizing a hazard (there were no runway lights even though it was dark). If they had stopped work and brought their situational awareness in line with actual reality, 49 people would still be alive today!

Our situational awareness can be further reduced during times of high Operations Tempo or when under pressure to get a task completed. In these times, it is essential to maintain a high level of situational awareness to stop accidents and near misses.

Why Is Situational Awareness Important to You?

Situational awareness is important to everyone – it is important that everyone is aware of their surroundings and the potential hazards they face. Whether it's backing a vehicle before getting



out and checking your surroundings and backing into another vehicle or object, walking in the dark and tripping on the curb because you failed to carry a flashlight, or moving an aircraft before knowing where all your crew members are and knocking him/her to the ground causing an injury. It is important that each individual is looking out for his or her own safety as well as looking out for their fellow members and friends. Even the most experienced people can lack situational awareness – especially when doing tasks that have become routine.

How Do You Improve Your Situational Awareness?

Get in the habit of regularly pausing to make a quick mental assessment of your working environment. When doing so, consider the following questions

- Is there anything around you that poses a risk to your health and safety and if so to what extent?
- Is the risk big enough that you should stop working?
- Is there anything you can do to safely reduce the risk so that you can continue to perform the task safely?

Avoid Complacency. Assuming everything is under control will affect your vigilance. You have to actively keep yourself in the right mindset. When things are slow or tasks are routine complacency usually occurs. The worst part is the slow creep of complacency is hardly ever noticed except in hindsight. Continue to challenge yourself and those around you to be prepared for contingencies. Do a mental check every now and then.

- If you see something unsafe or spot a hazard, don't walk by – take responsibility to deal with it.
- If you feel you are in any immediate danger to your health or safety STOP work immediately and inform your superiors.

Where and When Should Situational Awareness Techniques Be Used?

Assessment of your working environment should occur continually, but especially in the following situations:

- When beginning work on all activities and missions
- When you think the work environment has changed since a risk assessment has been accomplished
- When working a task with new or different team members
- Before complacency sets in – it can be a silent killer! 🚨

Lt. Col. John Kruger, CAP

SWR Director of Safety



On Language

Some Usage Trends: Evolution or Devolution?

AUSTIN, Texas – The single most important difference between grammarians and linguists is that the former seek to preserve the language according to established rules, while the latter only note and record the changes that the language is undergoing. In other words, the former are guardians, while the latter are impartial observers.

Historically, languages change and evolve over time, in some cases for the better, but in all cases inexorably. This process cannot be stopped because language is a verbal tool that is at the mercy of its users. If at first academia resists changes that start on the street, in many cases the persistence of such changes ends up meriting their acceptance.

Take, for instance, the word *ain't*. It started innocently enough (first recorded use in 1749) as a contraction of “are not.” Through the common people’s continued use, some two centuries later it finally gained acceptance into the *Oxford English Dictionary*. And that is how the process of change starts, even if that change is both unneeded and detrimental. Once a word has official recognition into the language, linguists begin to gather and record its various uses. It is then that these changes (whether logical or questionable) piggy-back into the official lexicon.

This is how, although *ain't* started out as a contraction of the perfectly correct “are not,” it is now used as a substitute for “am not,” “is not,” “are not,” “have not,” and “has not.” What is worse, these are also recorded in current dictionaries and now are accepted as correct. Some people might consider this chain of modifications to be part of normal language broadening and simplification, others call it impoverishment and deterioration, and yet others call it destruction and a march towards linguistic extinction.

Below are some examples of the many ways in which *ain't* affects contemporary American English.

At first used in literature only to add “local color” to the dialog, especially when transcribing the speech of poorly educated characters, *ain't* is gaining mainstream acceptance in general use – especially on television and the movie industry. Here, the script writers are at fault, because actors obediently speak what is handed to them to say on camera.

Movie scripts, perhaps originating on recordings of authentic street language, arrive at the studio where they get re-invented by script writers who decide what is permissible, in character, and most authentic. These studio editors, perhaps poorly educated themselves, apparently like to “upgrade” *ain't* into *aren't*. Judging by the result, it is very likely that this change happens on a computer with a two-key global find-and-replace operation – regardless of results.

This is how, especially on recent movies, characters to whom the original writer most probably had assigned the line, “Ain't I?” end up saying, “Aren't I?” on screen. This is a fact, and anyone who pays attention to the dialog can verify it. Now, on the strength of “Aren't I,” it would seem that contemporary entertainment script writers think that “I are” is a legitimate rendition of new-speak, thereby sealing the impending doom of “am.” Were he alive today, Eric Arthur Blair (the George Orwell of the literary world) would be ever so proud.

Once this effort at “language creativity” has taken off by overlooking the most basic grammar and syntax, leaving in the dust two to three millennia of accumulated language wisdom, is it any wonder that print media and advertisers come up with headlines such as, “Who do you trust?” (Note: Sadly, the *Merriam-Webster Dictionary* lists *millenniums* as an acceptable plural of *millennium*.)

Here is a mini test – *Question:* I trust (1) he (2) him. *Answer (pick one):* (1) ___ (2) ___.

And here is the real test – How many people that believe, “Who do you trust” to be correct English usage do you think will pick (1) as the correct answer above? The truth be told, usage does not seem to have much to do with logic and thinking.

Although some people consider this process of blind and illogical simplification to be nothing less than disintegration, linguists argue that it is a legitimate and natural case of evolution, because people use it and, by so doing, prove that they want it. But do those who seek to re-invent the language into a confusing jargon truly know their own language well enough to do so with authority? Or is the change merely the result of applying shortcuts born out of ignorance?

Ironically, many people who choose to say “couple gloves” (omitting the needed “of”) will also say, “Get off of me!” That poorly-understood “off,” as used here, is a preposition. And so is “of.” So let’s say that “couple gloves” might be considered correct English, because for some unwritten reason one is allowed to drop a preposition any time one feels like it. If that were the case, then, why would that same person add that same preposition where it does not belong?

Curiously enough, if we were to write the sentence above in Latin or German, all errors would disappear. Declension would take care of the grammatical cases automatically.

The concerns cited above are legitimate questions, but not even these examples can explain why so-called politically-correct (PC) writers insist on using “their” to replace “his” or “her.” Although the language, historically and from Latin usage going back to 500 BC, has accepted the male singular personal pronoun as the norm for impersonal sentences, PC writers insist on using “he or she,” “he/she,” or in extreme cases even “s/he.” Since this is ridiculous, other PC writers hit upon using “their” instead of “his,” “her,” “its,” or their other work-around constructs.

Even the word “shero” has snuck into the language (*Merriam-Webster Dictionary*, first use 1982) as a “modern” synonym of the time-honored “heroine” (first use 1609, taken from Classical Greek). However, although the dictionary definition of “shero” and “heroine” is the same for both words, the *Merriam-Webster Thesaurus* lists neither one as a synonym of the other.

A true barrier to understanding is raised when someone crafts a sentence such as, “Milling about with the crowd, the child enjoyed their ice cream.” Let’s stop and think. Whose ice cream is it? Could it be the child’s or the crowd’s? The child is a singular noun, obviously impersonal, but the crowd is a traditional plural noun. Strictly speaking, “their,” being a plural possessive pronoun, would naturally attach to the crowd, though most people would recognize the intent and understand that it applies to the child. However, understanding the meaning does not mean that the usage is correct.

Those who maintain the validity of using “their” instead of “his” like to quote Shakespeare “and every one to rest *themselves* betake” (*A Comedy of Errors*, Act IV, Scene 3), choosing not to take into account that the Bard of Avon must have done so on purpose, since he wrote comedies for the public, the street-language users, and it would have been natural for Shakespeare to use their common expressions to best amuse them (and get them to pay admission).

Regrettably, “their” has made it into the dictionary (*Merriam-Webster*) as a substitute for “his” or “her” in the case of an indefinite first person singular antecedent. However, let’s crank it up a notch. How about, “Looking at them, the child liked their dress.” Whose dress is it this time? Could it be the impersonal plural “them” or the impersonal singular antecedent “child”? If plurality is to be served, then it ought to apply to “them.” However, the impersonal singular antecedent “child” would seem to be the more appropriate choice because of the rule of proximity. Either way, could anyone consider this to be a clear and concise sentence?

Granted, ambiguity is essential to irony and sarcasm, but should its use be acceptable in the case of a simple declarative sentence? Are we then ready to abolish irony and sarcasm? Or should every declarative sentence be examined as a potential irony or sarcasm? 🇺🇸

Lt. Col. Arthur E. Woodgate, CAP
SWR Director of Public Affairs

How the Southwest Region Public Affairs Awards Program Works

Starting with the July, 2015 issue of The Fly-By, Southwest Region Commander Col. Mark Smith has decided to continue the January, 2013 directive of then Southwest Region Commander Col. Frank A. Buethe in that region will recognize contributions to The Fly-By as follows:

1. A SWR **CAP Achievement Award** for article publication on three different issues of The Fly-By. Multiple articles in the same issue will count as one.
2. A SWR **Commander's Commendation Award** for article publication on an additional six different issues. Multiple articles in the same issue will count as one.

Region will issue the certificate and send it to the winner's unit at the first available opportunity. The award certificate will be presented at the first available opportunity.

How to Make Submissions Suitable for Publication

Since The Fly-By is posted on the SWR website, it is an external communication. Therefore, as required by CAPR 190-1, Sec. 7.b.(7), articles must be written in Associated Press Style. If a submission that is not in AP Style is selected for publication, it will be edited to this standard. (NHQ/PA has been using AP Style for all external communications since 2005.)

AP Style is defined in the Associated Press Stylebook (available at www.ap.org). For a brief summary, please see "Associated Press Style in a Nutshell," overleaf.

"Article" is defined as a narrative that:

- Is written in AP Style;
- Answers the questions Who, What, When, Where, and Why, and preferably also How;
- Has one or more quotes from participants, with attribution;
- Has two or more digital photos attached (not embedded in the text), with appropriate cutlines (photo captions). An article submitted without digital photos that is selected for publication will count as a half-credit. For full credit, it must have accompanying photos.

General advice on writing a good article

- Get all the facts right, stick to the facts, and do not use hearsay or express opinion.
- Take good digital photos.
 - Do not use digital zoom, or else your photos will lack good focus and definition;
 - Take "action shots" of people doing something interesting that is material to the article;
 - Make sure everyone is in the correct uniform and you identify all.
 - **Note:** Good photos are essential to add immediacy and flavor to the story.
- Get good quotes.
 - Ask participants for their opinion;
 - Get full grade, name, position title and unit of assignment for each quote.
 - Get the individual's consent to publish the quote as recorded (read it back).
 - **Note:** Getting quotes is how you get to express opinion, and get your readers to share the experience that you are writing about.
- Write in good, idiomatic, unadorned English.
 - Do not "pad" your sentences, such as saying "due to the fact that" when "because" will do;
 - Avoid trite expressions, such as "it goes without saying" – if it does, don't say it;
 - Avoid colloquial expressions;
 - Do not write in acronyms – always define the first instance, such as "Federal Aviation Administration" before you use FAA;
 - No nicknames – unless famous, such as "Ike" for Pres. Dwight E. Eisenhower. 🇺🇸

Associated Press Style in a Nutshell

Below are the most important rules to keep in mind when writing in AP Style

- Write the title in normal English-language capitalization. Never all in caps.
- Add your byline below the article title
- Do not format the text in the article (only exceptions are: bullet comments and numbered paragraphs in a section that details a process or sequence).
- Do not indent the first line of a paragraph.
- Use AP Style rules for punctuation.
- Single space the article. At the end of each paragraph, execute two end-of lines (Enter key).
- Do not introduce artificial paragraphing by hitting the Enter key at the end of each line in your article. Instead, let the text wrap naturally and tap two Enter keys at the end of the paragraph.
- Use only a single space after a period.
- Insert a dateline at the beginning of the article, following AP Style rules.
- Answer the 5Ws: Who, What, Where, When, Why + the honorary W: How. In writing a CAP article, you will always know the 5Ws.
- Write all dates in AP style.
- Do not use postal codes instead of state abbreviations (not OK but Okla., not NM but N.M.) but some states have no abbreviation, such as Texas.
- Write all military grades in AP Style.
- Write the article in the third person singular.
- Express no opinion.
- To express opinion, use one or more quotes of qualified sources – always get the quoted person's permission to include the quote, unless it is a matter of record (printed article or recorded audio-visual). Get the quoted person's grade, name, job title and organization.
- Never self-quote.
- Identify all persons by grade or title, name, job title if material, and organization.
- Never refer to a young person as "kid."
- When a young person is a CAP cadet, never use "boy," "girl" or "child" but identify each one by grade, full name (or last name only – never first name only), and unit of assignment.
- Never use "their" for the possessive of a singular subject, such as, "the cadet took their meal."
- Avoid the abbreviations i.e. and e.g. You may know what each one means, and the Latin words they represent, but most people confuse the two. Be clear. Write in English and leave Latin and non-English to scholars.
- Refer to CAP members by grade, name, duty position and unit of assignment. Never by first name.
- On second or subsequent references, use only the last name, except when there are two persons with the same last name, in which case the use of both first and last name is preferred (never just the first names).
- In the case of CAP or military commanders or higher ranking senior members, on second reference use the grade and last name.
- Do not use Lt. as a grade. Lt. is a mode of address. The correct grade may be 2nd Lt. or 1st Lt., but never Lt. The Navy is the only service that has the grade of Lt.
- Do not use exclamation marks, as doing so expresses opinion.
- Use simple declarative sentences.
- Avoid the passive voice.
- Remember the good rules of English grammar and syntax, and follow them.
- **For best results**, buy the latest copy of the Associated Press Stylebook, available at a modest cost at www.ap.org – read it, study it, know it, and use it. 📖